

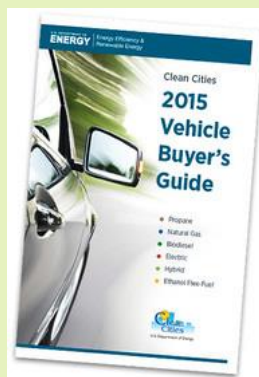
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**U.S.Dept. of  
Energy  
Funding  
Opportunities**



### ***Upcoming Events:***

#### **GSCCC Stakeholder Meeting, June 11, 2015, Concord, NH**

Meet our electric vehicle stakeholders: Larry Cook, Leaf owner, Gary Lemay, Volt owner, and Daniel Einspanjer, Tesla S owner. They will provide a brief overview of the technology and what it's like to own an EV! They'll also have their vehicles on display after the meeting. RSVP: [dolores.rebolledo@des.nh.gov](mailto:dolores.rebolledo@des.nh.gov).

#### **Massachusetts Clean Cities Coalition Stakeholder Meeting, May 14, 2015, Barnstable, MA**

Presentations by Volkswagen of America, Inc. and Cape Cod Biofuels. For more information, contact Steve Russell ([stephen.russell@state.ma.us](mailto:stephen.russell@state.ma.us)).

#### **Tenth Annual AltWheels Fleet Day, October 7, 2015, Norwood, MA**

Visit: [www.altwheels.org](http://www.altwheels.org)

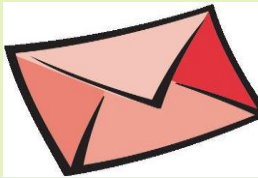
### ***Funding Opportunities:***



#### **Electric Vehicle Charging Station (EVSE) Rebate offered!**

The EVSE rebate program is designed to support development of EVSE at strategic locations to enable the operation of EVs throughout New Hampshire and connect to charging corridors in neighboring states. Targeted areas of deployment include Interstate highways and other major transportation corridors, as well as key destinations such as tourist attractions, large retail centers and large employment centers.

The maximum rebate for DC fast chargers is \$12,000; for "Level 2" charging equipment up to \$5,000. Charging stations must be publicly accessible at all times. All rebates must be pre-approved and are subject to certain eligibility criteria. Qualifying proposals will be evaluated in the



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order in which they are received. Funding for the rebate program is through the New Hampshire Office of Energy and Planning using US Department of Energy funds, in partnership with NH DES and Granite State Clean Cities Coalition. A total of \$49,000 is available for fiscal years 2015 and 2016.

For program guidance and a pre-approval application form please visit NHDES' Drive Electric NH homepage or visit [www.des.nh.gov](http://www.des.nh.gov) and look under "What's New."



Tesla fast chargers (I-91 Hooksett Rest Areas) have been in operation just a few months but Tesla drivers know they're there!

### ***News of Interest:***

**GSCCC Welcomes its Newest Stakeholder: Saint-Gaudens National Historic Site**, Cornish, NH, Visit: [www.nps.gov](http://www.nps.gov) to learn more about this national site.

### **City of Nashua named a Northern Star Fleet**

The City of Nashua is among seven New England fleets selected as "Northern Stars of New England" by the New England Clean Cities Coalitions, for the city's efforts in cutting carbon emissions, reducing the use of petroleum, and promoting and utilizing alternative fuels to power their vehicles.

Nashua, along with the City of Boston, Massachusetts, Greater Portland Transit District (METRO) in Maine, Oakhurst Dairy in Maine and New Hampshire, the University of Vermont, Newport Biodiesel in Newport, Rhode Island, and Malloy Energy in Cumberland, Rhode Island were chosen for their deep commitment to the goals of the Clean Cities program through the use of alternative fuels, alternative fuel vehicle purchasing, and petroleum reduction practices.

The Northern Stars of New England program was developed by Clean Cities Coalitions in New England to acknowledge the efforts of transportation fleets with effective petroleum reduction strategies. Lisa Fauteux, Director of Public Works, and John Stewart, Fleet Manager accepted the award on behalf of the City. The Northern Stars program was funded through a U.S. Department of Energy grant that focused on reducing barriers to the proliferation of alternative fuels.



John Stewart and Lisa Fauteux accepted the award on behalf of the City of Nashua.

There are nearly one hundred Clean Cities Coalitions around the country whose purpose is to help reduce the use of petroleum in transportation, cut vehicle emissions, and promote petroleum reduction strategies. The designation as a Northern Star requires that the fleets be a stakeholder in their local Clean Cities Coalitions and that they meet a list of petroleum reduction criteria. The Northern Stars program is just one of the ways Clean Cities coalitions promote the use of alternative fuels in fleets.



## **Biodiesel Document Completed**

The New England Regional Biodiesel Workgroup's *Advancing Biodiesel in New England* document is now available. Clean Cities coordinators and biodiesel producers throughout New England came together to identify barriers to fuel adoption. Twelve barriers were presented, along with strategies to reduce or eliminate these barriers. The workgroup was supported through a U.S. Department of Energy grant, administered by Maine Clean Communities and the Portland Council of Governments. [Click here to view this document.](#)

**Question of the Month:** *What are the weight limits for heavy-duty vehicles on interstate highways? What weight limit exemptions exist for vehicles equipped with idle reduction technology?*

**Answer:** Under federal law, no vehicle weighing more than 20,000 pounds (lbs) on one axle, 34,000 lbs on a tandem axle, or 80,000 lbs overall may access federal interstate highways (e.g., Interstate 70, which runs across the country from Maryland to Utah), regardless of where they get on the highway. States must enforce these requirements, or they may not be eligible for federal highway funding. However, the U.S. Department of Transportation (DOT) allows states to offer weight-limit exemptions for heavy-duty vehicles (HDVs) with on-board idle reduction technology.

Please note that states may set their own weight restrictions for roads that start and end within their boundaries, but we will focus on interstate highway requirements here.

### **Idle Reduction Technologies**

Federal regulations allow states to adopt weight exemptions for auxiliary power units (APUs) or other qualified technologies that reduce fuel consumption and tailpipe emissions from engine idling. APUs are portable, vehicle-mounted systems that provide power for climate control and electrical devices without idling. For long-haul trucks, these systems typically have a small internal combustion engine (usually diesel) equipped with a generator to provide electricity and heat. Other on-board idle reduction technologies include automatic start-stop controls, energy recovery systems, fuel-operated heaters, coolant heaters, and battery-electric and thermal-storage air conditioners.

### **State Weight Exemptions**

States may permit HDVs equipped with idle reduction technology to exceed the specified weight limit by up to 550 lbs to compensate for the additional weight of the equipment. The allowance was previously 400 lbs, but the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, enacted in 2012, increased it to 550 lbs. States must enact a law or institute an enforcement policy with their own exemptions to reflect this increased weight allowance. A map of APU weight exemptions by state is available on the U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy (EERE) State Recognition of the Auxiliary Power Weight Exemption to Gross Vehicle Weight website (<http://energy.gov/eere/vehicles/map-state-recognition-auxiliary-power-weight-exemption>). Vehicle weight limit exemptions for APUs are also displayed in the table below. As the map and table show, many states have not updated their laws and enforcement policies to reflect the increase in the federal allowance to 550 lbs, which means the exemption is still limited

to 400 lbs. There are also six states where the exemption is not permitted at all.

<b>APU Weight Exemption</b>	<b>Authority</b>	<b>State Implementation</b>
550 lbs	State Legislation	CO, CT, FL, MD, MN, MO, NH, TN
400 lbs	State Enforcement Policy	AR, IA, ID, LA, MI, MS, MT, ND, I UT, VT, WY
	State Legislation	AK, AL, AZ, DE, GA, IL, IN, KS, M NY, OK, OR, PA, SC, TX, WA, WI
None	State Legislation	CA, DC, HI, KY, NC, RI

\* West Virginia Code 17C-13A-4 refers to the U.S. Code directly for the exact weight.

States must require HDV drivers to demonstrate eligibility for vehicle weight limit exemptions. For example, drivers may need to have paperwork on hand that verifies the weight of the idle reduction equipment and be able to demonstrate that it is functional. Requirements are different from state to state.

More information on these state weight limit exemptions is also available on the Alternative Fuels Data Center (AFDC) Laws and Incentives database (<http://www.afdc.energy.gov/laws>). The Advanced Search options (<http://www.afdc.energy.gov/afdc/laws/search>) allow you to identify specific exemptions by location, technology/fuel type (idle reduction), incentive/regulation type (exemption), and user-type (vehicle owner or driver). Each description of a state idle reduction weight exemption includes a reference to the applicable legislation or policy.

Refer to the following for more information on idle reduction technologies and state vehicle weight limit exemptions for this equipment:

- EERE National Idling Reduction Network News (<http://energy.gov/eere/vehicles/vehicle-technologies-office-national-idling-reduction-network-news>)
- AFDC's Onboard Idle Reduction Equipment for Heavy-Duty Trucks page ([http://www.afdc.energy.gov/conservation/conservation\\_onboard.html](http://www.afdc.energy.gov/conservation/conservation_onboard.html))
- Argonne National Laboratory's Idle Reduction Tools and Outreach Materials (<http://www.anl.gov/energy-systems/project/idle-reduction-tools-and-outreach-materials>).

Clean Cities Technical Response Service Team  
[technicalresponse@icfi.com](mailto:technicalresponse@icfi.com)  
800-254-6735

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[1] For specific weight formulas and information about grandfathered

weights, see DOT's website  
(<http://ops.fhwa.dot.gov/Freight/sw/overview/index.htm>).

NH Department of Environmental Services  
29 Hazen Drive  
PO Box 95

Concord , New Hampshire 03302

This email was sent to: [dolores.rebolledo@des.nh.gov](mailto:dolores.rebolledo@des.nh.gov)

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